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THE TRANS-ANDEAN ROUTE IN PERU.

The Government of Peru has a Handbook, first issued in 1903, which it publishes in Spanish, Italian, and French, for the use of investors and immigrants. The book has been augmented and translated into English by F. A. Pezet, Secretary of the Peruvian Legation at Washington. Copies are supplied to those desiring them.

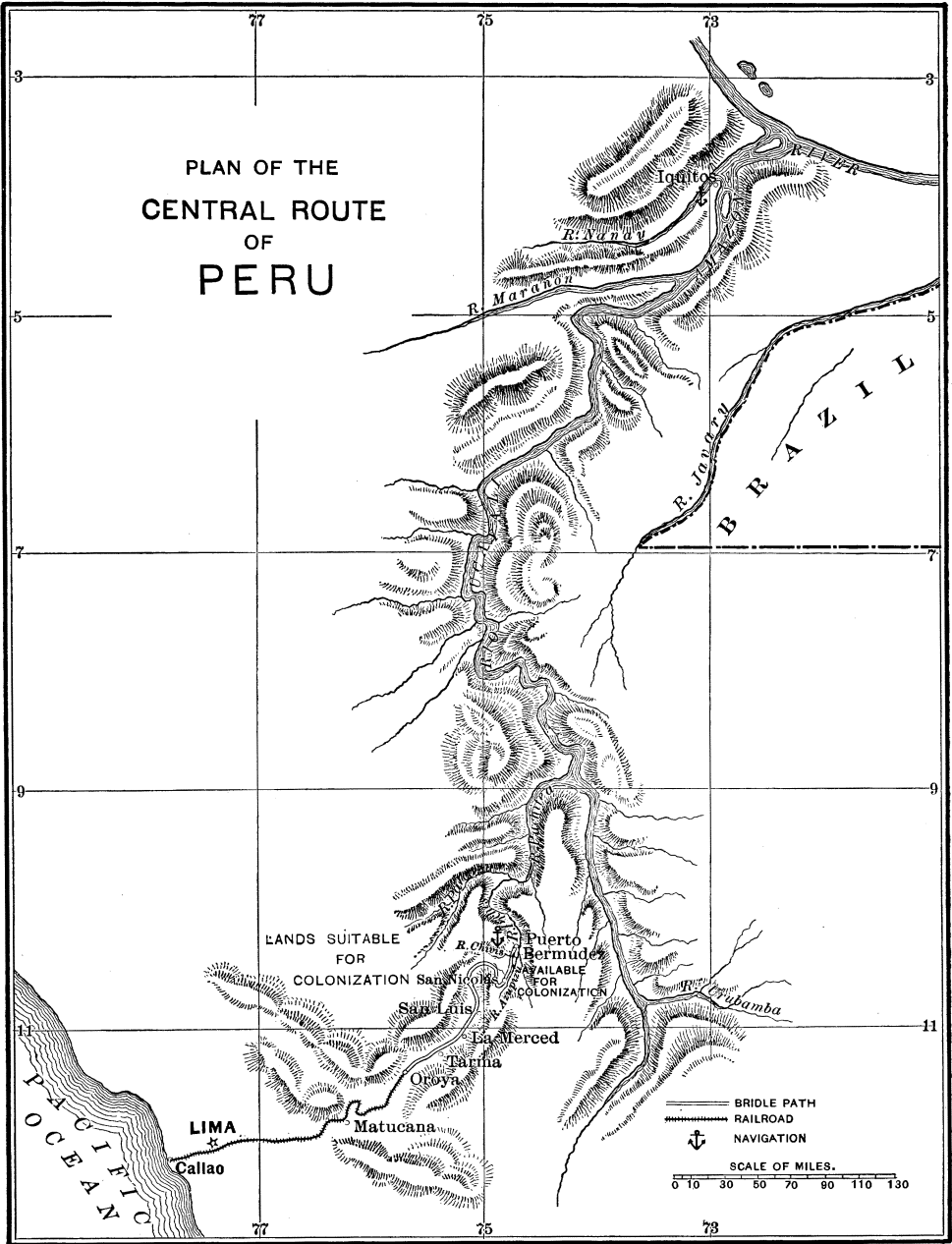
The rich valleys of the Peruvian coast, from which the greater part of the agricultural wealth of the country is now obtained, are, from north to south: Tumbes, La Chira and Piura, Lambayeque and Pacasmayo, Trujillo, Chicama, Santa, Huacho, Chancay, Lima, Cañete, Chinchá, Pisco and Ica, Nazca, Camaná, Mages, Tambo, Arequipa, Moquegua, Locumba, and Tacna. All of these, and more especially Lambayeque, Chicama, Cañete, Ica, and Moquegua, offer a vast and fertile area suitable for immigration; and it has been calculated that, by increasing the agriculture and rural population, the productiveness of these valleys could be increased to eight or ten fold their present yield.

But there is another region that is believed to offer still greater advantages to immigration. This is the region crossed by the transportation route between San Luis and Iquitos, on the Atlantic slope.

Peru has completed at great expense what it calls "The Central Route of Peru," which, it is claimed, solves the problem of rapid, direct, and easy communication between the Pacific and Atlantic Oceans, and forms an outlet to both seas for the products of the three distinct zones into which the country is divided—the coast in the west, the Sierra (mountain) highlands in the centre, and the Montaña (forest) region in the east.

The accompanying map shows both this route, which completes a transcontinental route between Callao and the mouth of the Amazon, and also the situation of the land suitable for cultivation which the Peruvian Government is offering for sale to immigrants on the Atlantic slope along the route. The map is reproduced from the *Handbook*.

The Central Route includes the railroad between Callao and Oroya, a journey that occupies a day. Oroya is the terminus of the Central Railroad, and between this point and Puerto Bermudez the Government has built an excellent bridle-path. This was a



somewhat costly undertaking; for many bridges were required, and it was no easy matter to make the path perfectly safe and convenient throughout the drop from the high plateau to the river.

On this path is Tarma, a prosperous little city of over 8,000 inhabitants, very healthful, with good schools and many resources. A journey of ten or twelve hours down the path takes the traveller into the fertile Chanchamayo valley, of which La Merced is the commercial centre. Here the forest region may be said to begin. The valley stands about 3,285 feet above sea-level, and has a healthful climate. La Merced, though small, is a flourishing town. Puerto Bermudez, where the bridle-path ends, is only 273 miles from the Pacific Ocean at Callao and 136 miles from the railroad terminus at Oroya. The difference of elevation between Puerto Bermudez and Oroya is 11,466 feet, and this part of the trans-continental route thus involves the hardest travel.

The journey from Puerto Bermudez to Iquitos by the Rivers Pichis, Pachitea, and Ucayali is about 1,000 miles, which is covered in six days by the steam launches of Peru on the down trip and in from ten to twelve days on the up journey. Iquitos is in regular connection by steamship with Europe. At several points along the land route the Peruvian Government has established inns, where the wayfarer may find fairly comfortable quarters and abundant food supplies. The inns are at intervals covered by the daily journeys.

The areas marked on the map as adapted for cultivation are regarded as offering particular attraction to immigration. The natural products of the region, such as rubber, gums, resins, timber, medicinal plants, and dyewoods, offer fine opportunities, besides the cultivated crops, such as cacao, coffee, sugar-cane, and other products suited to the climate.

TOPOGRAPHIC SURVEYS IN WESTERN UNITED STATES.

In the last issue a brief résumé was given of the results of the topographic work of the Eastern Division of Topography of the U. S. Geological Survey during the season of 1904. The Western Division, which operates in the arid regions, being particularly those west of the great plains, also had an active season in 1904, and mapped a considerable area. A notable fact in connection